

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Canceled)
2. (Currently Amended): The brake application system according to Claim 23, wherein the combined device for the emergency release and auxiliary release of the brake is integrated in a wear adjuster having a helical gear; ~~the helical gear has the~~ includes first and second screw connection parts which include, the first screw connection part including a threaded spindle and the second screw connection part including a nut, which nut can be screwed on this the threaded spindle; and at least one of the screw connection parts is electrically actuated for the emergency and auxiliary release of the brake.
3. (Currently Amended): The brake application system according to Claim 2, wherein the ~~one second~~ screw connection part of the helical gear for the emergency and auxiliary release of the brake is rotationally actuated by the common electric drive unit.
4. (Currently Amended): The brake application system according to Claim 3, wherein the ~~other first~~ screw connection part of the helical gear for ~~the wear adjustment~~ is rotationally actuated by ~~another a second~~ electric drive unit.
5. (Currently Amended): The brake application system according to Claim 4, wherein, at least during the actuating of the ~~other first~~ screw connection part in one rotating direction for the wear adjustment, the ~~one second~~ screw connection part is held in a non-rotatable manner.
6. (Currently Amended): The brake application system according to Claim 5, wherein the ~~one second~~ screw connection part is coupled with the common electric drive unit by an ~~unlockable~~ lockable free wheel; ~~and the unlockable~~ lockable free wheel permits a rotation of the ~~one second~~ screw connection part by the common electric drive unit in one direction for the wear adjustment and is constructed for blocking ~~this the~~ rotation if it the rotation is not caused by the common electric drive unit.

7. (Currently Amended): The brake application system according to Claim 4, wherein the ~~another~~second electric drive unit of the ~~other~~first screw connection part is actuated independently of the common electric drive unit of the ~~one~~second screw connection part.

8. (Currently Amended): The brake application system according to Claim ~~[[4]]~~2, wherein the common electric drive unit of the ~~one~~second screw connection part ~~contains~~includes an electric motor with a gearing on the output side, whose gearing output is rotationally coupled with the ~~one~~second screw connection part.

9. (Currently Amended): The brake application system according to Claim 8, wherein the ~~one~~second screw connection part is coupled by a slip clutch with the common electric drive unit and has an application surface for the application of a rotating tool.

10. (Cancelled)

11. (Currently Amended): The brake application system according to Claim 10, wherein the ~~unlockable~~lockable free wheel includes a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the nut.

12. (Currently Amended): The brake application system according to Claim 11, wherein the ~~another~~second electric drive unit of the ~~other~~associated with the first screw connection part ~~contains~~includes an electric motor with a gearing on an output side, whose gearing output is rotationally coupled with the ~~threaded spindle~~first screw connection part.

13. (Previously Presented): The brake application system according to Claim 12, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the d.c. motor as well as one or more gearwheel stages arranged behind the planetary gearing.

14. (Currently Amended): The brake application system according to Claim 4, including a clutch in front of the ~~other~~second electric drive unit of ~~of~~associated with the other first screw connection part, by ~~means of the~~which clutch, in the event of the presence of an axial force originating from a braking, the first screw connection part is non-rotatably

coupled with a non-rotatable part and, ~~is otherwise in the absence of an axial force originating from a braking,~~ is uncoupled from the non-rotatable part.

15. (Previously Presented): The brake application system according to Claim 14, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a result of friction against one another.

16. (Currently Amended): The brake application system according to Claim 15, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the ~~other~~ first screw connection part.

17. (Currently Amended): The brake application system according to Claim 16, including a threaded pin of the ~~other~~ first screw connection part, and the threaded pin is screwed into an internal thread constructed in a bottom of the conical sleeve.

18. (Currently Amended): The brake application system according to Claim 17, including a first gearwheel meshing with a ~~gearing-output-side~~ second gearwheel of a gearing and ~~being the second gear wheel is~~ coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

19. (Currently Amended): The brake application system according to Claim 18, including a slip clutch between the ~~other~~ second electric drive unit and the ~~other~~ first screw connection part, and the slip clutch is constructed to be slipping when stop positions have been reached and is otherwise coupling.

20. (Currently Amended): The brake application system according to Claim 19, wherein one stop position is formed by the application of the brake pads on the brake disc, and the ~~other~~ another stop position is formed by a ~~serewing~~ screwed end position, in which the ~~other~~ first screw connection part is screwed to the stop into the ~~one~~ second screw connection part ~~to the stop, or vice versa~~ the second screw connection part is screwed to the stop into the first screw connection part.

21. (Currently Amended): The brake application system according to Claim 20, wherein the slip clutch is arranged between the cone clutch and the ~~other~~ second electric drive unit ~~of associated with the other~~ first screw connection part.

22. (Currently Amended): The brake application system according to Claim 21, wherein the slip clutch ~~contains~~ includes balls pretensioned by a defined spring pressure in grooves, the grooves being constructed on a face of the ~~gearing-output-side~~ first gearwheel, and the balls being held in bores of a ring non-rotatably held on ~~the~~ a cylindrical projection of the conical sleeve.

23. (Currently Amended): A brake application system for vehicles, particularly rail vehicles, including:

a combined device for an emergency release of the brake and for an auxiliary release of the brake;

the emergency release being a release of the brake that is a braking power reduction of the braking application system being acted upon by a braking power;

the auxiliary release being a release of the brake that is not being acted upon by a braking power; and

the combined device is electrically actuated by a common electric drive unit.